Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 981 **Const Calendar Day:** 554 **Date:** 10-Dec-2013 **Tuesday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

VGO starts work on site at 0800 with Dave Van Dyke and Nick Buck. Lunch is 1200 to 1230. VGO leaves the site at 1630. They connect wires at TR 6, completing this operation today. They also check the functioning of the instrumentation at TR 6 with the computer. They also start connecting the wires at TR 8 – note that the coupler is not installed yet and the rod is not at its final position at this test rig, but the jacking rod with the strain gauges is inside the test rig and the wires can still be connected with some extra slack.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

Ironworkers Barry Rothman and Rob Martell are working a 10-hour shift (0700 to 1730) today on CCO 314, and they are working a 12-hour overall shift with the last 2 hours of the day on non-CCO 314 preparations for the Left Coast Lifter (Shear Leg Crane) removal from the jobsite not inspected by me. Ironworker Ricky Damboise works briefly at the test rig site to examine jacks that have leak problems.

The jacking beam and jacks are installed at TR 6 in the morning. A new generator (MQ Power 40) is moved to the test rig area and the hydraulic pump (Powerteam) is moved from elsewhere in the test rig area to the TR 5/6 area to work with the jacks at these TR's. One of the two jacks at TR 5 leaks and one of the two jacks at TR 6 leaks. The jacks are examined by Ironworker Ricky Damboise and they ask for Mechanic Gene Pratt to examine the jacks but he does not make it to the test rig site today.

Near the end of the day, the north end plate (at jacking rod end) is erected and bolted (air gun).

There is a hydraulic pump (Powerteam) in use for part of today with the jacks. A new generator – MQ Power 40 – ABF ID 002051 is brought to the site to power the hydraulic pump. A generator – Whisperwatt 7000 – ABF ID 002343 is in use for part of the day. A compressor – IR P185R – ABF ID 002075 is in use for part of the day. An extendable forklift and a Hyster 120 forklift are used for parts of the day. A Kubota cart is used today.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10’ bought k-rail = 20 pieces (minus 1 missing)
10’ ABF k-rail = 8 pieces
20’ rented k-rail = 22 pieces (minus 1 missing)
20’ ABF k-rail = 27

See Victor Altamirano diary for labor/equipment and other details of today’s work.

Yesterday, CCC applied the first of two coats of the epoxy paint (Carboguard 890) on the cylindrical sleeve. Today, the second coat is applied. After cure, the cylindrical sleeve could be used tomorrow, but this operation is not critical since the jacking rod is not here yet.

CCC does not start painting the coupler and portion of jacking rod at TR’s 11, 10, and 9 today. The rods and couplers were installed yesterday, but CCC is not available today for the painting operation. The rods were pushed well beyond the final per plan location intentionally, so that after the coupler was installed on the wet chamber side of the diaphragm, the backside of the coupler and the portion of the rod that will need to be painted are located outside of the wet chamber for proper access for application of the paint. However, CCC examines the work location and determines that the rod was not pushed far enough for adequate access to all the areas that they need to be painted. ABF moves some sandbags and pushes the rods farther at these 3 locations to give CCC enough access to the areas that need to be painted.

In the afternoon, Mike Malyy from CT-METS examines the area to see where the Acoustic Emissions wire runs to all 7 test rigs will go – they will parallel the VGO wire runs.